

MARION

AUGUSTA WAY

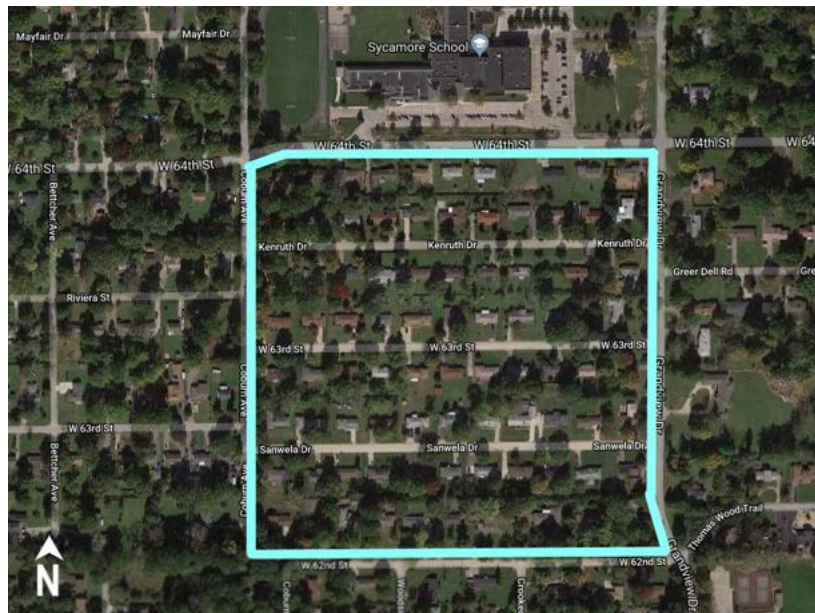


1. PROPERTY INFORMATION

Subdivision: Augusta Way

City: Indianapolis

Streets: W. 64th Street,
Grandview Drive,
Kenruth Drive, W.
63rd Street,
Sanwela Drive,
Coburn Avenue, W.
62nd Street



Disclaimer: The following historic district example has been determined eligible based on the registration requirements set out in the Multiple Property Document Form, Residential Planning and Development in Indiana, 1940-1973. These surveys are reconnaissance level. Boundaries are preliminary and may be revised upon receipt of additional information.

2. HOUSING STOCK

No. of Units: ~83

Construction Date(s): c. 1955-1960

Primary Styles/Forms:

Secondary Styles/Forms:

Stories: 1-2

Garages: Attached

Porches: some houses have small inset porches. Most have none.

Common Original Material(s): Bedford stone veneer, wood, brick

Common Alterations: window replacement, garage door replacement, paint (paint over brick), replacement steel doors.

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: Linear

Associated Non-residential Elements: A school was established just across 64th St. from Augusta Way by the mid-1950s. School's integrity is likely compromised, though it was an attraction for potential homeowners.

Landscaping Features: each lot landscaped by owner. Many trees are now mature and add character to the area

Lot Shape: rectangular

Setback: uniform, deep

Curbs: rolled curbs, possibly original

Utilities: runs behind lots in common ROW

Street lights: --

Sidewalks: none

Other Details/Additional Narrative: side drive ways. No alleys.

4. HISTORY/SIGNIFICANCE

Original Plat: 1955

Addition(s):

Developer(s): Hughes Realty

Architect(s): --

Builder(s): --

Engineer(s):

Landscape Architect(s): --

Narrative:

Augusta Way is good example of the Custom Development type within the MPDF Residential Planning & Development in Indiana, 1940-1973. While its linear grid is a trait normally associated with tract development, Augusta Way's individually-built houses are more common to the Custom Development type. The development was also aimed at a specific market segment, as outlined below. Potential criteria and areas of significance: A/ethnic heritage, community planning & development.

Augusta Way, centered along Grandview Drive, was one of Indianapolis' earliest African American suburbs. Development began in 1955 around several farm houses and was likely named after the community of Augusta to the north. That same year, Hughes Realty listed a total of 88 available lots that were available at a cost of \$500. The Hughes Realty Company was led by C.J. Hughes and Herbert Hughes, who acknowledged that the development of Augusta Way was a result of segregation and commented that the project represented "Democracy in Housing." Real estate agent W.T. Ray was also integral to the overall settlement of the suburb by African Americans, and was an important figure in the area's civil-rights movement.

By 1956, 11 homes had been completed in the suburb, and by 1959 settlement in the area had quickened. The total value of the suburban project was estimated at \$1.5 million. Overtime, the suburb at Augusta Way has been known by several names, including Grandview Estates, Grandview Terrace, Northshire Estates, and Greer-Dell Estates. Although Augusta Way was a predominately African American suburb during the 1950's, the listing of residential lots for sale west of Coburn Avenue in the *Indianapolis Recorder* suggests that the neighborhood was becoming integrated.

The suburban development was constructed in close proximity to shopping facilities, a school, and offered residents city utilities, and paved streets and curbs. Federal Housing Authority and Veterans Affairs financing was made available.

Augusta Way and areas like it helped shape Pike Township's post-war trend of African-American middle class suburbanization. The area remains much as it was by c. 1970.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS

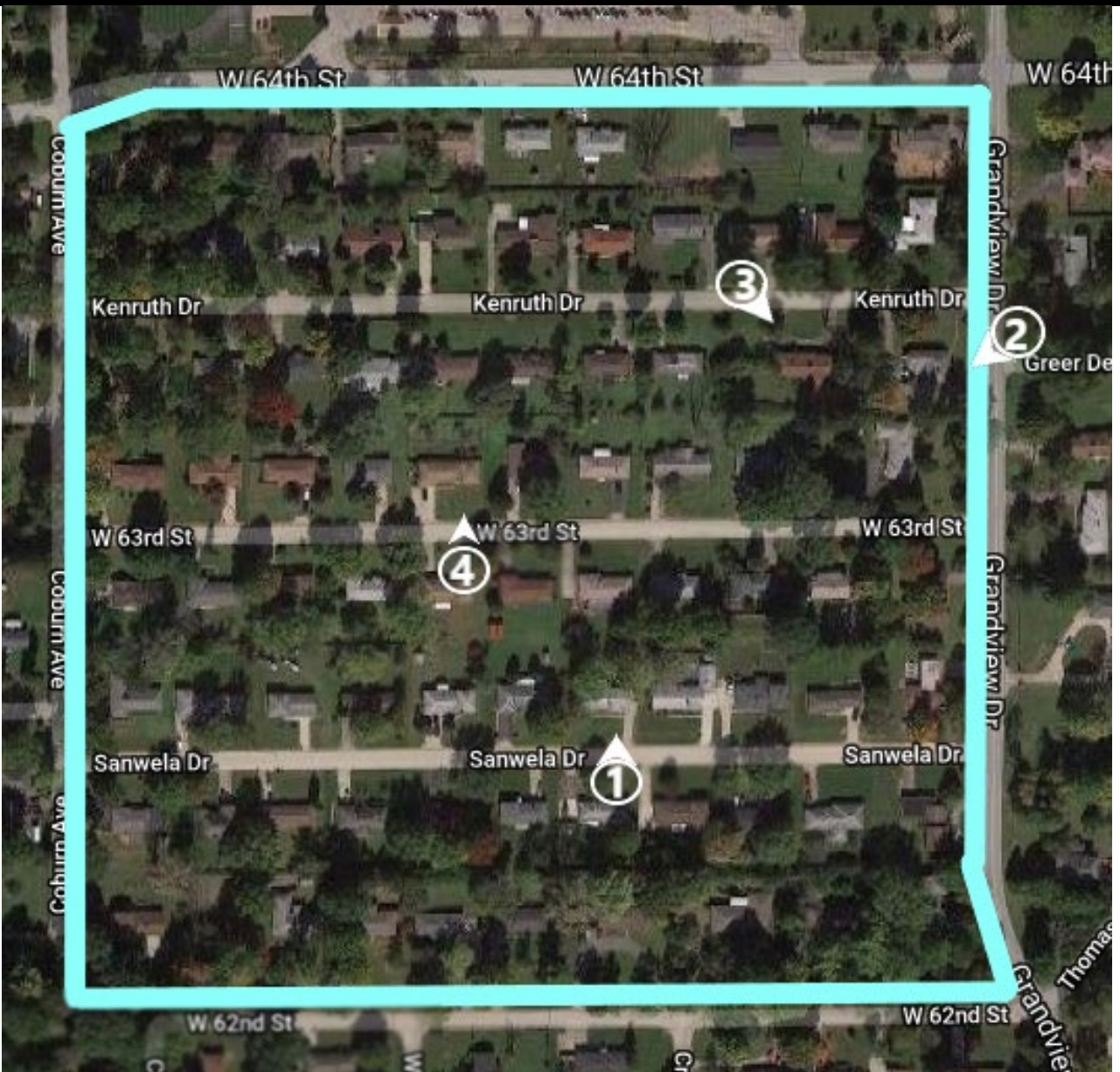




Photo 1: View of 1648 Sanwela Drive, facing north



Photo 2: View of 1605 Kenruth Drive, facing southwest



Photo 3: View of 1625 Kenruth Drive, facing southeast



Photo 4: View of 1714 W. 63rd Street, facing north

HAMILTON

DEERFIELD

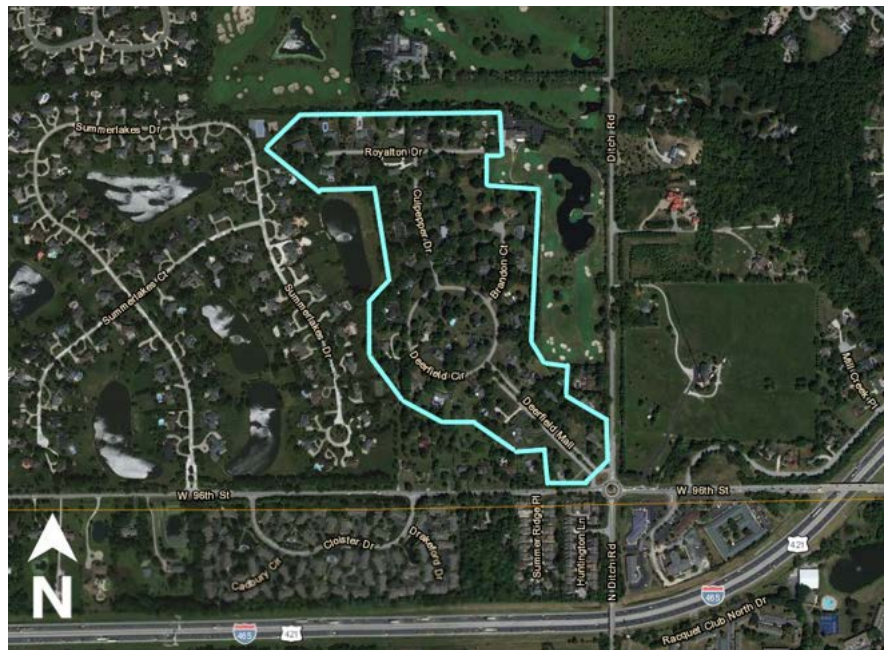


1. PROPERTY INFORMATION

Subdivision: Deerfield

City: Carmel

Streets: Deerfield Mall,
Deerfield Circle,
Brandon Court,
Culpepper Drive,
Royalton Drive



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2. HOUSING STOCK

No. of Units: ~45

Construction Date(s): c. 1965 - 1975

Primary Styles/Forms: Neo-Colonial/Garrison, Neo-Tudor, Mansard, Neo-Classical Revival, Cape Cod

Secondary Styles/Forms:

Stories: 1-2

Garages: attached

Porches: most lack porches, some have formal porticoes.

Common Original Material(s): brick, wood

Common Alterations: window replacement

Other Details/Additional Narrative: Houses are large scale examples of Neo-Traditional architecture.

3. DESIGN AND LAYOUT

Street Plan: formal, Neo-Beaux Arts in feeling, with traffic circle and axial boulevard from formal main gates.

Associated Non-residential Elements: esplanade green spaces

Landscaping Features: lots are casually landscape and feature large, mature trees. Median on boulevard is planted in hardwoods.

Lot Shape: roughly rectangular, on circle, wedge-shaped

Setback: very deep

Curbs: low curbs

Utilities: behind houses

Street lights: metal Colonial gas light style

Sidewalks: none

Other Details/Additional Narrative:

4. HISTORY/SIGNIFICANCE

Original Plat: 1965

Addition(s):

Developer(s): --

Architect(s): Lon Purcell, David Augustus

Builder(s): John R Albershardt (Albershardt Construction Company, Inc.)

Engineer(s):

Landscape Architect(s): J. Edson Lowry

Narrative:

Deerfield is a substantial example of a Planned Development within the MPDF Residential Planning & Development in Indiana, as exhibited in its formal street arrangement, set-aside green spaces, and unified architecture. Nearly every house is Neo-Traditional style, with a degree of finish uncommon to most houses of their era. Potential criteria and areas of significance are A/community planning & development and C/architecture.

The sleepy Monon Railroad village of Bethlehem (later, Carmel) in Hamilton County found itself squarely in the path of suburban development after World War II. Indianapolis' northside growth practically reached the Marion County line by the 1930s; areas such as Meridian Hills reached as far north as 71st Street. The Hamilton County Commissioners began numbering of streets according to the Indianapolis system (e.g., 106th Street being 106 blocks from Washington Street in Indianapolis) before the Depression nixed this wishful thinking. By the early 1950s, College Meadows just north of the 96th Street / Marion County line was under development. Former county roads or main spines like U.S. 31 were important since they linked families to the major job market in Indianapolis proper. Ditch Road and Township Line Road were early county roads that crossed from Marion into Hamilton County near the land that would become Deerfield, which was some distance west of the bulk of Carmel's suburbanization at the time. Both Ditch and Township Line Road easily connected to 86th/82nd Street (Route 100), a major east-west road. Route 100 was soon eclipsed by the opening of I-465, immediately adjacent to Deerfield, which opened within a few years of the beginnings of Deerfield.

Development of Deerfield subdivision began in October 1965 in order to facilitate a burgeoning population within the City of Indianapolis. The completion of Deerfield subdivision in that year represented the first total electric subdivision in the greater city, and offered home buyers access to electric kitchens, heating, and cooling systems. The subdivision was planned by David Augustus and Thomas M. Hendricks, who sought to provide their cliental with an exclusive new subdivision that featured luxury houses set among wide winding streets with decorative street lighting, and professional landscaping that provided an overall tranquil atmosphere. Though "gated," the subdivision is not fully enclosed, the brick and metal fence gates with Colonial style light fixtures at the diagonal entry provide an exclusive feel to the main road. These gates were moderately remodeled in about 2009 and originally featured an arched iron central element with "DEERFIELD" spelled out in metal letters. The wood fencing along 96th St. was added after the roundabout was installed in about 2007, but the splayed entry drives are original to Deerfield. In addition to the luxury features within the

subdivision itself, the location offered convenient access to local shopping malls. A single vacant lot in the subdivision cost approximately \$4,500, and those lots that featured newly constructed homes were purchased at a cost of \$35,000 and up. The north leg, Royalton Drive, was an early addition to the development. This appears to have been planned early on, since aerial photos from 1962 show Culpepper Drive, leading to Royalton, under construction. By 1974, nine houses stood on Royalton Court, a few others were built slightly later.

Several homes in the Deerfield subdivision were designed by architect Lon Purcell. One of the designs put forth by Purcell for the new subdivision won an approved value design award through Better Homes and Gardens magazine as part of its Better Homes for All America Program. Additional luxury homes constructed within the subdivision included the Gallery House, the Maryland House, the Dutch House, and the English country house.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS





Photo 1: View of 9701 Deerfield Circle, facing northeast



Photo 2: Streetscape view of Deerfield Mall, facing southeast



Photo 3: Streetscape view of Deerfield Mall, facing northwest



Photo 4: Streetscape view of Deerfield Circle from Culpepper Drive, facing west



Photo 5: Streetscape view of Culpepper Drive, facing northwest



Photo 6: View of 9835 Deerfield Circle, facing east

MARION

GREEN HILLS

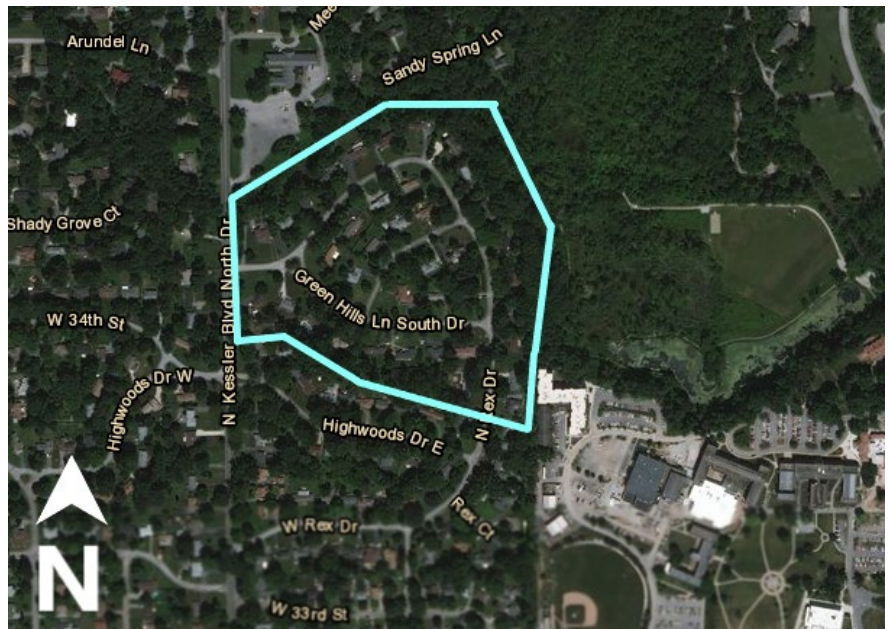


1. PROPERTY INFORMATION

Subdivision: Green Hills

City: Indianapolis

Streets: Green Hills Lane
North Drive, Green
Hills Lane South
Drive, Green Hills
Lane Middle Drive,
Green Hills
Overlook, North Rex
Drive



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2. HOUSING STOCK

No. of Units: ~35

Construction Date(s): c. 1955 – c.1965

Primary Styles/Forms: Contemporary Ranch

Secondary Styles/Forms:

Stories: 1-2

Garages: attached

Porches: small, if present at all. Most are recessed under main roof.

Common Original Material(s): Brick, Bedford stone, vertical board, T1-11

Common Alterations: new windows in existing openings

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: Curving, large loop

Associated Non-residential Elements: Kessler Boulevard green space / bridle paths

Landscaping Features: informal landscaping, shrubs in most open front yards. Back yards and rear property lines are more heavily wooded.

Lot Shape: irregular

Setback: deep, uniform (as allowed by curving streets)

Curbs: none

Utilities: poles and lights snake through development, behind houses as much as possible

Street lights: wood pole / cobra head

Sidewalks: none

Other Details/Additional Narrative: Rural lane feel to streets with swales flanking.

4. HISTORY/SIGNIFICANCE

Original Plat: c. 1950

Addition(s): Green Hills 2nd Section (Meeting House Lane and Sandy Spring Lane)

Developer(s): --

Architect(s):

Builder(s):

Engineer(s):

**Landscape
Architect(s):**

Narrative:

Green Hills is a locally significant Custom Development as defined in the MPDF Residential Planning & Development in Indiana. Its naturalistic road plan, lacking curbs, provides a rural feel to each individually planned house and landscaped lot. Potential criteria and areas of significance are A/community planning & development and C/architecture.

Kessler Parkway North Drive was perfectly situated for suburban development in Indianapolis after 1945. The region of Kessler Boulevard adjacent to Green Hills merits further study for potential districts. In the early 1900s, Indianapolis' elite industrialists had developed estates on nearby Cold Springs Road and Michigan Road, including the neighborhood enclave of Golden Hills. Near 42nd and Knollton Road, Power & Light executive Thomas Wynne platted Wynnedale in 1932. The independent town, despite the Depression, managed to grow. Wynnedale attracted homeowners by having several Indianapolis Home Show model homes in the 1930s. Wynnedale's protracted success pointed out the possibilities of large scale, middle class development in the area. In the meantime, the City of Indianapolis had re-hired George Edward Kessler to plan a far-reaching north side belt road. It was mostly designed and partly constructed when Kessler took ill and died in Indianapolis in 1923; city officials named the new road for him. Kessler Boulevard North Drive had horse bridle paths along its right-of-way, leading past open fields as one climbed toward 38th Street. The completion of 38th Street across the White River/Canal valley in the 1950s opened the area up to development. Already known for its Kessler-designed amenities, developers quickly platted out lands lining the boulevard, including Green Hills. Closer toward 30th Street and the Indianapolis Motor Speedway, tract developers laid out acres of subdivisions aimed at the workers in the factories near the race track. Green Hills was more white-collar and middle class, its homes attracted more established families.

Green Hills was platted by an unknown developer in c. 1950. Green Hills is distinctive from its surrounding subdivisions, and includes a good cross-section of middle-class, relatively high-style Modern style housing. It is a prime example of a Custom Development in Marion County. The housing shows a decidedly higher degree of design and refinement compared to most areas of its type in the county. Even within the Kessler Boulevard North Drive corridor, Green Hills has larger housing and lots twice as wide in frontage compared to adjacent plats. Additionally, Green Hills has a significant collection of Modern style housing, several examples of which appear to have been architect-designed.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS





Photo 1: View of 3445 Green Hills Overlook, facing east



Photo 2: View of 3050 Green Hills Lane Middle Drive, facing west



Photo 3: View of 3061 Green Hills Lane South Drive, facing southwest



Photo 4: View of 3066 Green Hills Lane North Drive, facing northwest



Photo 5: Streetscape view of Green Hills Lane Middle Drive, facing southwest



Photo 6: View of 3060 Green Hills Lane North Drive, facing southeast

HENDRICKS

HORNADAY HEIGHTS

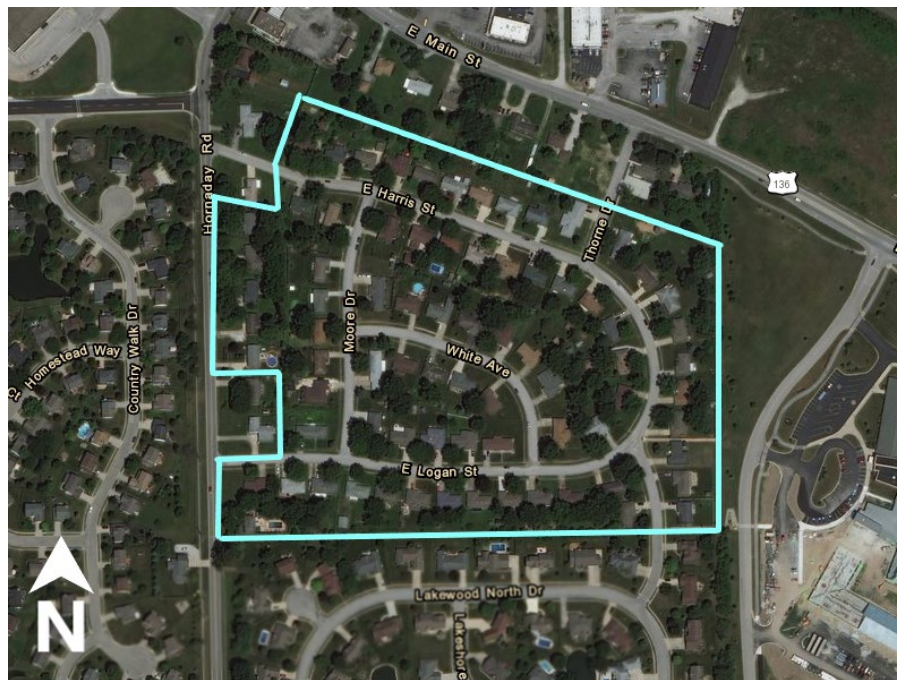


1. PROPERTY INFORMATION

Subdivision: Hornaday Heights

City: Brownsburg

Streets: E. Harris Street, E.
Logan Street,
Moore Drive, White
Avenue, Thorne
Drive, Hornaday
Road



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2. HOUSING STOCK

No. of Units: ~75

Construction Date(s): c. 1956

Primary Styles/Forms:

Secondary Styles/Forms:

Stories: 1-2

Garages:

Porches:

Common Original Material(s):

Common Alterations:

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: large loop off of main road

Associated Non-residential Elements: school is nearby

Landscaping Features: mature trees, each lot is individually landscaped by owner

Lot Shape: rectangular / wedge

Setback: uniform, moderate

Curbs: rolled concrete

Utilities: behind lots

Street lights: wood pole / cobra head

Sidewalks: curb-lawn-sidewalk right-of-way

Other Details/Additional Narrative:

4. HISTORY/SIGNIFICANCE

Original Plat: 1956

Addition(s):

Developer(s): S&W Builders

Architect(s): S&W Builders

Builder(s): S&W Builders

Engineer(s):

Landscape Architect(s): --

Narrative:

Hornaday Heights, though moderate in scale and modest in its housing stock, is a locally significant example of a middle class Custom Development within the MPDF Residential Planning & Development in Indiana. Its street grid is more tightly geometric than many neighborhoods of its type, and the developer's incorporation of sidewalks and rolled curbs provide a more finished appearance than "rural lane" neighborhoods (sidewalks and blacktop streets were mentioned in ads for lots, and so, must have been important locally). In this incorporation of liminal but planned public spaces, the development tends toward the Planned Development type. The area has remained surprising intact and extremely uniform, as it was when built. Potential criteria and areas of significance: A/community planning & development.

The west and northwest metro area of Indianapolis seemed to take smaller steps in postwar housing developments than the north, Greenwood, and northeast "Devon" sides of town. Major employers nearby included the industries of Speedway, and Weir Cook Airport, which had been established in 1931 and was seeing increased business in the post-war years. For Brownsburg residents, State Route 136 offered what was likely a fairly sedate 30 to 40 minute commute to downtown Indianapolis in the 1950s; with the opening of I-74 in 1967, this decreased dramatically. I-74 linked to a completed, early section of I-465 that had opened in 1961.* The interstate routes effectively changed Brownsburg from somewhat remote 19th century rail town to interstate bedroom suburb. Developers tended to favor small pockets of housing right off of main roads in Hendricks County, until later in the 1970s. Development of Hornaday Heights reflects this. Planning began in February 1956, and included the proposed construction of 77 all brick ranch style homes along the eastern edge of the community of Brownsburg. In 1959, the grand opening of the subdivision was proclaimed and the three and four bedroom ranch homes were listed between \$15,000 and \$20,000. In an effort to aide potential home buyers, G.I. and FHA financing was available. S & W Builders Inc. was responsible for the construction of the subdivision's homes with James D. Sering serving as president.

Homes constructed within Hornaday Heights subdivision included city water and sanitary sewer from the Town of Brownsburg. Additionally, blacktop streets, curbs, and sidewalks were included within the initial design of the subdivision. These selling points likely attracted owners who didn't wish to deal with septic tanks and wanted "city"

services. The subdivision was also located within close proximity of a school, making it an ideal location for families. Location of area is south of 136 on Hornaday Road.

*The west leg referred to ran from I-74/Crawfordsville Road north to I-65.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS





Photo 1: Streetscape view of E. Logan Street, facing east



Photo 2: Streetscape view of Moore Drive, facing north



Photo 3: Streetscape view of E. Logan Street, facing southeast



Photo 4: Streetscape view of White Avenue, facing east



Photo 5: Streetscape view of E. Logan Street, facing southwest



Photo 6: View of 1047 E. Logan Street, facing southeast

MARION

IVY HILLS



1. PROPERTY INFORMATION

Subdivision: Ivy Hills

City: Indianapolis

Streets: Skyridge Drive,
Rucker Road, Alden
Lane, N. Whittier
Place, E. 81st Street,
Campbell Avenue,
Susan Drive,
Graham Road,
Kilmer Lane, E. 79th
Street, N. Audubon
Road, E. 77th Street,
Camelback Court,
Redcoach Drive
Darcey Court,
Barnstable Court



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2. HOUSING STOCK

No. of Units: 131

Construction Date(s): c. 1956 - 1970

Primary Styles/Forms: Lineal Ranch, Half-Courtyard Ranch, Mansard

Secondary Styles/Forms: Neo-Colonial

Stories: 1-2

Garages: attached

Porches:

Common Original Material(s): brick,
Bedford stone, wood, aluminum

Common Alterations: window replacements

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: loose grid, cul-de-sacs off of main streets

Associated Non-residential Elements:

Landscaping Features:

Lot Shape: rectangular, wedge

Setback: deep to moderate

Curbs: some areas have rolled curbs.
Curbs not evident in other areas

Utilities: behind lots

Street lights: telephone pole /
cobra head

Sidewalks: none

Other Details/Additional Narrative:

4. HISTORY/SIGNIFICANCE

Original Plat: 1956

Addition(s):

Developer(s): James E. Murphy and W.B. Schmoll

Architect(s):

Builder(s): James E. Murphy, W.B. Schmoll, and
Elbert Arnold (Arnold Builders, Inc.)

Engineer(s):

**Landscape
Architect(s):**

Narrative:

Ivy Hills is a locally significant Custom Development within the MPDF Residential Planning & Development in Indiana. Its variety of parallel streets and curving streets both maximized the number of lots and provided a more rural feeling to the area. The area is similar to tract developments, in that, the developer provided the housing, however, the degree of variation is higher than in a tract development, and the lots are more individualized. Potential criteria and areas of significance: A/community planning & development.

The capital city's north suburban expansion was remarkable. By the 1920s, the Indianapolis City Council had annexed all of Broad Ripple and intervening territory; and Brendonwood on E. 56th St. was under development, as were Meridian Hills and Crow's Nest. Completion of Route 100 (82nd/86th St. and Shadeland Ave.) in the late 1930s linked the old rail villages of Castleton and Nora. After World War II, GI-starter home tracts sprang up off of pre-existing rural roads like Keystone Avenue (White River Gravel Road) and Allisonville Road, originally a gravel road that ran to its eponymous settlement-era crossroads at present-day 82nd and Allisonville. Long-time northsiders referred to Allisonville as "Old 37" after present-day Binford Boulevard was built c. 1975. When Warren Atkinson opened up a series of plats along the Fall Creek corridor in the mid-1950s, the market for second-tier post-war housing was created in the northeast sector of suburban Indianapolis. Ivy Hills and its planners were competitors of Atkinson in this lucrative market, though their approach neared that of a tract development compared to Atkinson's laissez-faire approach (many Atkinson neighborhoods had deeds which called for architectural review committees run by resident-owners, leaving design up to each homeowner, within provided building envelope and cost standards).

Development of the Ivy Hills subdivision was started in 1956 by James E. Murphy and W.B. Schmoll. Ivy Hills was proposed as a new \$3 million development of 131 homes on 88 acres in Indianapolis' northeast side along Allisonville Road adjoining the Roland Park Addition. Homes prices in Ivy Hills ranged from \$20,500 to \$26,000 and included primarily ranch houses of brick and stone with three or four bedrooms. In September 1956 only two houses had been completed, and these were model homes that provided the public with insight into the homes yet to be constructed. The southeast portion of the area, including Camelback Dr., Eastview Ct., Buckskin Dr., Roughcedar Dr., was not laid out until c.1970, and follows a curvilinear path. This is likely due to ownership lines and a small creek or natural drainage feature that is a recorded flood zone, which meanders through that part of the development. Camelback Drive allowed the developers to connect to "Ivy"-themed apartments (Ivywood and Ivy Knoll) that they likely owned, and to SR 37.

Two-thirds of the residences were located on wooded lots and plans were in place to provide curved streets that were blacktopped and feature concrete curbs. The average lot size measured 110-x-200 feet. The three builders- James E. Murphy, W.B. Schmoll, and Elbert Arnold (Arnold Builders, Inc.)- estimated that by the Fall of 1957, approximately 75 percent of the 131 homes in Ivy Hills addition would be complete. In order to provide incentive for families to move into the development, a trade-in plan was offered, which enabled prospective buyers to trade in their current homes in order to purchase on in Ivy Hills addition. Many of the residences in the Ivy Hills addition were labeled as "Early

American” and included large rooms, ample closet and storage space, and many modern amenities, though, in essence, they are Ranch houses with traditional architectural elements.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS





Photo 1: Streetscape view of Eastview Court from Graham Road, facing east



Photo 2: Streetscape view of Kilmer Lane from Susan Drive South, facing east



Photo 3: View of 5858 Kilmer Lane, facing north



Photo 4: Streetscape view of North Audubon Road, facing southwest



Photo 5: View of 7710 N. Audubon Road, facing west



Photo 6: Streetscape view of E. 77th Street from N. Whittier Place, facing west

HENDRICKS

MURPHY MEADOWS

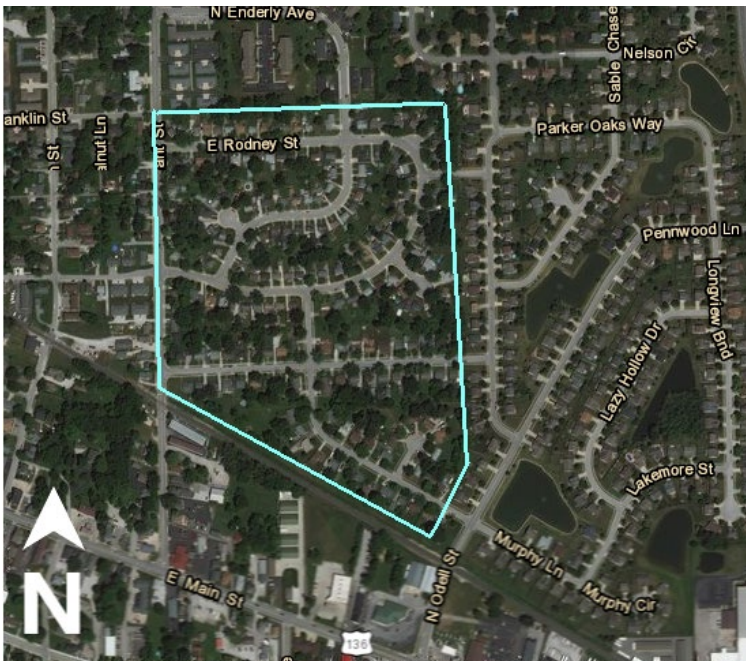


1. PROPERTY INFORMATION

Subdivision: Murphy Meadows

City: Brownsburg

Streets: Rodney Street,
Enderly Avenue,
Douglas Drive,
Douglas Court,
Murphy Lane,
E. Trevor Street



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2. HOUSING STOCK

No. of Units: about 270

Construction Date(s): c. 1953-c.1965

Primary Styles/Forms: linear Ranch, American Small House

Secondary Styles/Forms:

Stories: 1

Garages: some attached, some detached (likely earlier houses have detached)

Porches:

Common Original Material(s):
aluminum, wood

Common Alterations: window replacement, vinyl siding

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: winding

Associated Non-residential Elements:

Landscaping Features: each lot landscaped by owner, a number have chain-link fences in front

Lot Shape: rectangular, wedge

Setback: moderate, uniform

Curbs: rolled concrete

Utilities:

Street lights: telephone pole/cobra head

Sidewalks: concrete

Other Details/Additional Narrative:

4. HISTORY/SIGNIFICANCE

Original Plat: 1953, 1959

Addition(s):

Developer(s): West Side Development

Architect(s): --

Builder(s): Gray Brothers

Engineer(s):

Landscape Architect(s): --

Narrative:

Murphy Meadows is a locally significant Tract Development within the MPDF Residential Planning & Development in Indiana. Built as a complete development, with mostly pre-fabricated housing on totally uniform lots, Murphy Meadows is a well-preserved example. Potential criteria and areas of significance: A/community planning & development.

The west and northwest metro area of Indianapolis seemed to take smaller steps in postwar housing developments than the north, Greenwood, and northeast “Devon” sides of town. Major employers nearby included the industries of Speedway, and Weir Cook Airport, which had been established in 1931 and was seeing increased business in the postwar years. For Brownsburg residents, State Route 136 offered what was likely a fairly sedate 30 to 40 minute commute to downtown Indianapolis in the 1950s; with the opening of I-74 in 1967, this decreased dramatically. I-74 linked to a completed, early section of I-465 that had opened in 1961.* The interstate routes effectively changed Brownsburg from somewhat remote 19th century rail town to interstate bedroom suburb. Developers tended to favor small pockets of housing right off of main roads in Hendricks County, until later in the 1970s.

Construction of the Murphy Meadows subdivision began in 1953 and included 34 lots. As of November 1953 eight houses were extant within the proposed plot, with additional homes planned for construction. The Gray Brothers firm of Donald Gray and James Gray were responsible for the construction of the homes while the Donald Gray Agency was responsible for the sale of the homes. Houses were constructed as three and four bedroom conventionally built-in-place homes that included Thermopane or Twindow windows, cement approaches to driveways, automatic oil heating systems, Kitchen-Maid cabinets, and an abundance of closet space. Prices for the new houses ranged from \$10,500 to \$13,450 and contractor Donald Gray announced that GI loans would be available.

In 1959, West Side Realty and Development Inc. announced the expansion of Murphy Meadows with the intent for construction of 240 new residences. All of the planned houses within the subdivision’s expansion were classified as National Homes Corporation models. Homes ranged in price from \$11,500 to \$15,000. Buyers were able to choose between exteriors constructed of brick, stone, aluminum, or conventional siding. The prefabricated housing retains integrity of massing, footprint, form, and window placement. The development of the subdivision took advantage of financing under the G.I. Bill and offered veterans homes with no down payments required. Within the first year of the subdivision’s development, 26 homes were sold, and an additional 32 lots were available for development.

The subdivision’s location within the Town of Brownsburg offered the residents access to a public park, churches, a new high school, and shopping facilities. The new homes were also linked with the city’s water and sewer systems. Concrete streets, sidewalks, curbs, and streetlights, provided a finished touch to Murphy Meadows.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS

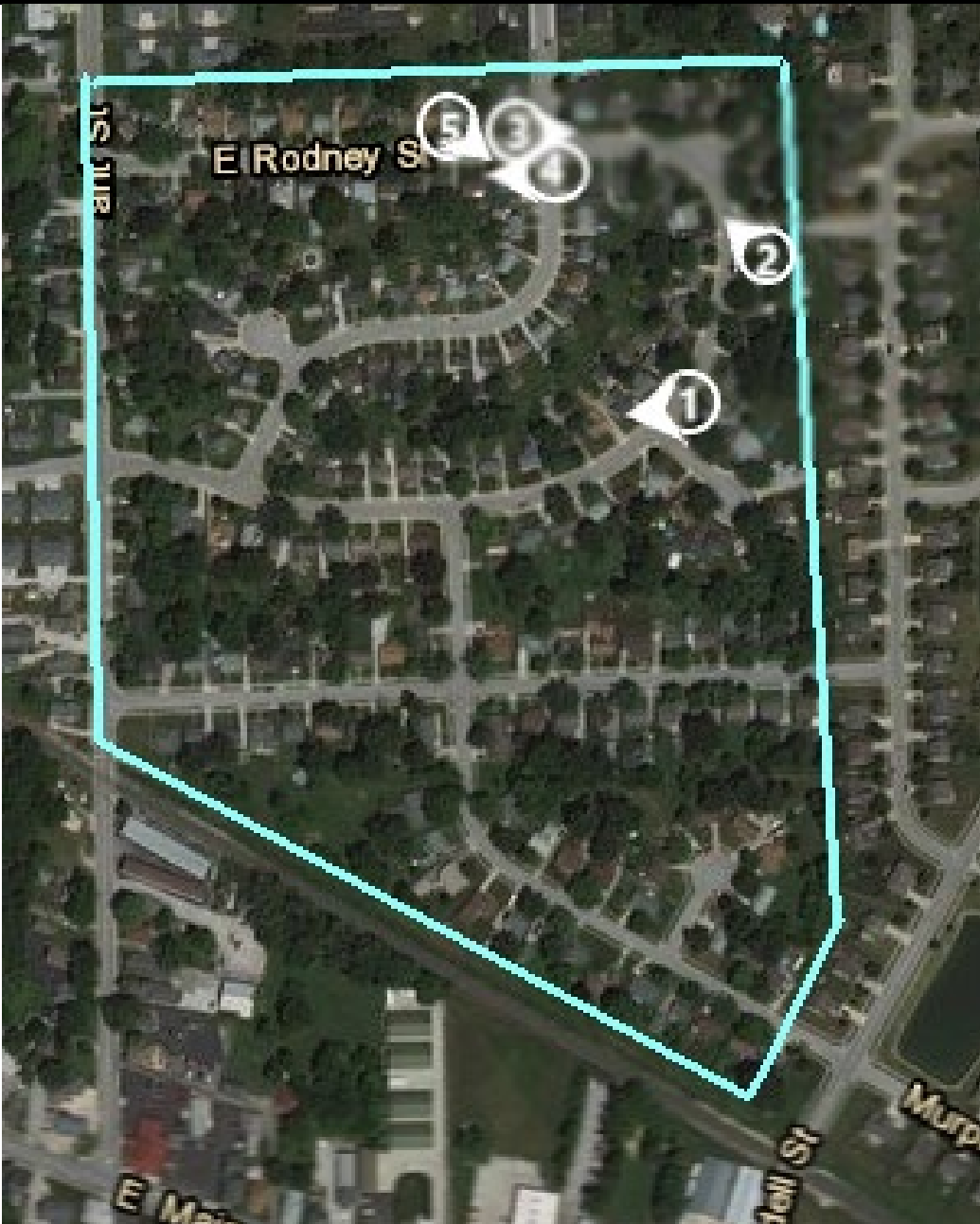




Photo 1: Streetscape view of Douglas Drive from Douglas Court, facing west



Photo 2: Streetscape view of Rodney Street from Douglas Drive, facing northwest



Photo 3: Streetscape view of Rodney Street, facing east



Photo 4: Streetscape view of Rodney Street, facing west



Photo 5: Streetscape view of Enderley Avenue from Rodney Street, facing southeast

HAMILTON

ROLLING ACRES

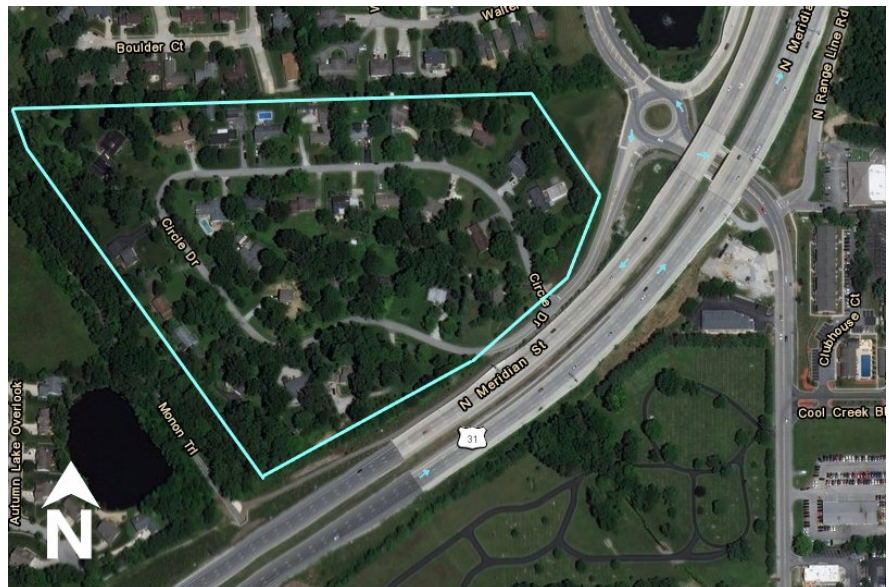


1. PROPERTY INFORMATION

Subdivision: Rolling Acres

City: Carmel

Streets: Circle Drive



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2. HOUSING STOCK

No. of Units: ~35

Construction Date(s): c. 1955-c.1975

Primary Styles/Forms: Contemporary, Massed Ranch, Linear Ranch, Split-Level

Secondary Styles/Forms:

Stories: 1-2

Garages: attached

Porches:

Common Original Material(s): Bedford stone, brick, wood, aluminum

Common Alterations: window replacement

Other Details/Additional Narrative:

3. DESIGN AND LAYOUT

Street Plan: Curvilinear

Associated Non-residential Elements:

Landscaping Features: mature tree cover

Lot Shape: irregular

Setback: deep, houses often placed on higher ground

Curbs: none

Utilities: hidden behind houses

Street lights:

Sidewalks: none

Other Details/Additional Narrative:

4. HISTORY/SIGNIFICANCE

Original Plat: 1954

Addition(s):

Developer(s): Charles E. Walters

Architect(s): --

Builder(s): Charles E. Walters, A.L. Burroughs

Engineer(s):

Landscape Architect(s): --

Narrative:

Rolling Acres qualifies as a Custom Development within the MPDF Residential Planning & Development in Indiana. Key characteristics include the neighborhood's naturalistic street plan, and the high degree of individualization of housing. Potential criteria and areas of significance are A/community planning & development and C/architecture.

The sleepy Monon Railroad village of Bethlehem (later, Carmel) in Hamilton County found itself squarely in the path of suburban development after World War II. Indianapolis' northside growth practically reached the Marion County line by the 1930s; areas such as Meridian Hills reached as far north as 71st Street. The Hamilton County Commissioners began numbering of streets according to the Indianapolis system (e.g., 106th Street being 106 blocks from Washington Street in Indianapolis) before the Depression nixed this wishful thinking. By the early 1950s, College Meadows just north of the 96th Street / Marion County line was under development. Former county roads or main spines like U.S. 31 were important since they linked families to the major job market in Indianapolis proper. Rolling Acres' developers sought an early niche market for more exclusive, custom-designed housing, using their attractive, rolling, wooded site that also had easy U.S. 31 access.

Rolling Acres subdivision was developed in 1954 by Charles E. Walters, for the purpose of providing a growing urban population with an opportunity to reside in ideal scenic settings amongst woods and rolling hills. The development called for the construction of 35 residential lots and 6 commercial lots placed within a 38 acre tract. Lot sizes varied within the subdivision from ½ to 2 ½ acres, and were to include homes ranging in price from \$19,000 to \$50,000. Homes were to include three and four bedroom ranch style dwellings with stone exteriors and all the modern accommodations for family life. By October 1952 several sites in the tract had been sold and the construction of homes had started. It was also in October 1952 that the gravel roads situated within the suburb were blacktopped. The neighborhoods location offered convenient access to local amenities within the town of Carmel.

5. PHOTO KEY AND ADDITIONAL PHOTOGRAPHS





Photo 1: View of 22 Circle Drive, facing northwest



Photo 2: View of 32 Circle Drive, facing southwest



Photo 3: Streetscape view of Circle Drive, facing east



Photo 4: Streetscape view of Circle Drive, facing west



Photo 5: Streetscape view of Circle Drive, facing east



Photo 6: View of 3 Circle Drive, facing southeast